

IATA – A Key Force in European Air Traffic Management

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Introduction

- ✈ A flight in Europe....
- ✈ In spite of efforts by the ANSPs, the capacity curve lags behind the demand curve

Delay figures Summer 2001

- ✈ Agreed average ATFM delay target per flight: 3.5 minutes
- ✈ Forecast ATFM delay: 4.9 minutes
- ✈ Actual ATFM delay: 3.9 minutes
- ✈ Average delay per delayed flight: 20 minutes
- ✈ Percentage of delayed flights: 19.7
- ✈ There is still room for improvement!

Europe – a complicated environment

- ✈ Core area very busy airspace
- ✈ Airport clusters
- ✈ State membership in EC, EUROCONTROL, ECAC, ICAO
- ✈ ANSP model evolving
- ✈ 100 % cost recovery

IATA – An important presence

- ✈ Around 280 members
- ✈ Involved in all aspects of European ATM development
- ✈ Operations and Infrastructure Office in Brussels
- ✈ A crew with many competences
- ✈ Reputation for constructive criticism

Important activities – a selection

- ✈ Participation in meetings and projects
- ✈ ATM2000+ and the OCD
- ✈ Capacity enhancement
- ✈ Daily flow management operations
- ✈ Airspace management and design

Important activities (continued)

- ✈ RVSM implementation
- ✈ Introduction of 8.33 kHz channel spacing
- ✈ ATS data link
- ✈ ADS-B on the fast track
- ✈ Spectrum protection
- ✈ EC Single Sky
- ✈ Airport operations
- ✈ ACARE

Conclusion

- ✈ Europe, a real challenge
- ✈ IATA = global view, regional focus
- ✈ Industry leader
- ✈ We help create an ATM system that will be safe, efficient and sustainable, able to cope with the growth of the industry

**To represent and serve the airline
industry**

